

war policy of the Kaiser, and those—if such they were—who disapproved of it without making any effort to stop it cannot complain now if the whole nation is held accountable for the crimes that were committed against humanity.

The second class of claims is that which relates, not to actual damage done, but to the enormous sums expended by the Allies in the prosecution of the war. Since these expenditures were caused by the war policy of Germany and Austria justice might well require that the whole outlay should be repaid. If the principle be once accepted that Germany and Austria are properly responsible through their having brought on the war, all the Allies that have taken an active part in the war would have to be treated alike. There may be serious divisions among the Allies at the Peace Conference as to the expediency of making such a demand. The United States is not likely to ask for indemnity of that general character. Some of the Allies may feel that the collection of the first class of claims will take from the enemy all the indemnity that they can pay, and that attempts to exact more may be unwise.

Whether Canada's claim for a total refund shall be made will depend largely upon the decision that may be reached by the British Government respecting a similar claim of the United Kingdom. Canada, of course, cannot make any independent claim. Her bill would have to be presented as a part of the case of the British Government. If Great Britain is to make a general claim for indemnity, Canada's part would be included and both claims would naturally stand or fall together. It would, of course, be a nice thing for Canada to receive an indemnity that would cancel a large part of our heavy debt. But for the reasons already stated it might not be wise to count on such a happy event.

### The Prize Ships

**A** PART from the question of full indemnity, and on the assumption that such may be found impracticable, we venture to suggest a form in which Canada might receive some recognition. The Allies are taking over large fleets of enemy warships. What is to be done with them? Many people will think that to sink them in the deepest ocean would be one of the best guarantees of world-peace. One despatch, apparently unofficial, says the British and American Governments will approve of a sinking policy. However, such a destruction of property may not be regarded with general favour. Strong hope is entertained that, if not at the Peace Conference, close upon it will come a League of Nations, which will endeavour to make the world secure against another great war. There is, however, little probability of even a League of Nations dispensing with naval service. The British Navy has been one of the greatest instruments in the defeating of Germany, and in maintaining a real freedom of the seas. Confident that this great sea-power will be used only for the best interests of the world, the Allies will be glad to see it maintained in an efficient state. If this be the result of the conferences that are taking place, Canada will still have a part to play in establishing a modest and not too costly Canadian naval service, in co-operation with the Imperial Navy. For this purpose Canada will need a few warships, chiefly of the cruiser class. Why should Canada not be allotted a few such ships when the time comes for the distribution of the captured enemy fleets? The suggestion is one deserving of consideration by our Government. The captured ships will be distributed among the Allies. The largest por-

tion will, in all probability, go to the increase of the British navy, in trust, as it were, for the benefit of all. Canada could reasonably ask Great Britain to turn over such of the vessels as are suitable for the purposes of Canadian naval service.

### The Returning Soldiers

**A** LREADY some thousands of the Canadian soldiers have arrived home from Europe and thousands more are on their way. A returned colonel, in a published interview, has said there is much dissatisfaction among the Canadian troops at the slowness of the arrangements for the soldiers' return. On the other hand, the representatives of the large organization of returned men that has been formed at home—the Great War Veterans' Association—have argued that the return movement is quite rapid enough, and that the effort to secure employment for the men will be facilitated by it much more than by having larger numbers brought back at once. The War Veterans view the matter from the standpoint of those already at home. The returning colonel spoke what he regarded as the mind of the soldiers who are still overseas. It is the difference of viewpoint that causes the difference of opinion as to which is the better policy. The men who have been overseas for a long time, and willing enough to remain when they were needed, now that the war is over are naturally anxious to return as quickly as possible. The most speedy arrangements for their transportation will hardly keep pace with their desire to see their homes and families again. There is, however, much wisdom in the suggestion of the Veterans already home, that a too rapid demobilization may be productive of trouble.

There has lately been a quick change in the situation respecting employment. For three years the demand for men in most lines of business has exceeded the supply. There has been an abundance of work at high wages. That situation is rapidly changing, so far at least as the work is concerned; the wages situation will readjust itself later. The problem of unemployment is already beginning to present itself in a sharp form. Not all the soldiers who have come back have found suitable work. The authorities and the large employers of labor appear to be doing what they can to meet this situation. Their efforts will not be helped if great bodies of men are brought home immediately and quickly relieved of their uniforms. It is not in the interest of the soldiers that they be brought home in such great numbers as will flood the labor market. If the return movement is slower than some would wish, it may for that very reason be in the end beneficial to the men and to the community generally.

### The Conference Ante-Room

The uncertainties of things are more than usually numerous at present. There is uncertainty as to the time when the Peace Conference will meet, and impatience regarding it is beginning to find expression in some quarters. There is uncertainty as to the principles by which representation at the Conference will be governed. There is uncertainty as to the number of delegates which may be allowed to each of the participating powers. There is uncertainty as to the part that the President of the United States is to take in the Conference. There is uncertainty as to the making of places at the Conference table for representatives of Canada and the other overseas Dominions.

There is, perhaps as a consequence of the foregoing, uncertainty as to the time when the Canadian Parliament is to meet.

It is not unlikely that where there is so much uncertainty as to the work that is to be done in Europe, the Canadian Ministers over there may become tired of waiting for something to turn up, and may deem it best to return to Canada, where there is abundance of work for them. If, as seems more than possible, it is not found convenient to have Colonial representatives at the Conference table, there is no good object to be gained, so far as Canada is concerned, by having our Ministers wait for an invitation to take seats in the ante-room. Australia, New Zealand and South Africa may find it necessary from their viewpoint to pursue that kind of a policy of watchful waiting. So far as Canada is interested, a sensible course would seem to be, if there can be no places for her representatives at the Conference table, to make adequate representations to the British Government concerning Canada's views, and then come home to attend to business. There is too much real business at home to justify our Ministers in waiting for ante-room seats at Versailles.

### A "Tip" Trouble

**A** MONG the many labor questions that are troubling the country at present is one in which the practice of giving gratuities—tips, as they are called—to railway servants is brought under consideration. The employees of the Canadian Northern Railway have awakened to the fact that, while there is still nominally a C. N. R. corporation having charge of the railway, the company is now a phantom, the railway having become a part of the Canadian Government Railway system. The C. N. R. men have noticed that their rates of pay are in some cases lower than the rates paid on other parts of the Government system, and, not unnaturally, they are asking such an increase as will put them on a level with the others. In the course of the discussion before the Dominion Labor Appeal Board at Toronto, a representative of the dining car waiters said that in fixing their remuneration the company had estimated "tips" to be equal to \$2 a day for each man, whereas the sum received for tips did not average more than 60 cents a day. There will be controversy over this point. There is a short way in which all dispute may be avoided. Let the Government pay the waiters and porters on the trains decent living wages, and prohibit the taking of tips. Such a course will at once elevate the status of the men, making them self-respecting citizens and relieving the travelling public from a practice which is annoying, inequitable and unjust. The whole tip system which is found in so many places where the public require service is a wretched one, quite out of place in an era in which so much is said about the dignity of labor. The destruction of the whole tip system should not be beyond the bounds of possibility in this age of reform. But if the evil, in its wider form, cannot be wiped out, there is at least an opportunity for the railway unions to deal with it. Instead of squabbling as to whether tips realize \$2 or 60 cents a day, let the unions demand from the Government the payment of decent remuneration to their employes—liberal wages, sufficient to maintain men on the same level of comfort as others—and the abolition of the miserable tip system.

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